

VLR-10/19/94 NRHP-2/8/93

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

I. Name of Property

historic name Marion Norfolk & Western Railway Depot

other names/site number VDHR File No. 119-03

2. Location

street & number 651 North Main Street not for publication N/A
city or town Marion vicinity N/A
state Virginia code VA county Smyth code 173 zip code 24354

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide x locally. (_____ See continuation sheet for additional comments.)

Julia K. Casmik 12/30/94
Signature/Title of certifying official Date

Virginia Department of Historic Resources
State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. (_____ See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- _____ entered in the National Register _____
See continuation sheet.
- _____ ~~determined~~ eligible for the _____
National Register
see continuation sheet.
- _____ ~~determined~~ not eligible for the _____
National Register
- _____ removed from the National Register _____
- _____ other (explain): _____

Signature or Keeper Date
of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- x- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- x- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows include buildings, sites, structures, objects, and Total.

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Rail-related

Current Functions (Enter categories from instructions)

Cat: COMMERCE Sub: Business Professional Specialty store

7. Description

Architectural Classification (Enter categories from instructions)

LATE VICTORIAN: Queen Anne

Materials (Enter categories from instructions)

foundation STONE: sandstone
walls BRICK
roof STONE: slate; ASBESTOS
other

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
B Property is associated with the lives of persons significant in our past.
C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or a grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ARCHITECTURE
TRANSPORTATION

Period of Significance 1904-1944

Significant Dates 1904

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation N/A

Architect/Builder Nesbit, J. C., Harrisburg PA

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

- Previous documentation on file (NPS)
preliminary determination of individual listing (36 CFR 67) has been requested.
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

- Primary Location of Additional Data
State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other
Name of repository: Norfolk Southern Corporation, Roanoke VA

10. Geographical Data

Acreage of Property 1.9 acres

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	17	454380	4077980	2		
3				4		

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title William W. Ruber, Architect
organization Echols-Sparger & Associates date _____
street & number 651 North Main Street telephone 703-783-5133
city or town Marion state VA zip code 24354

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Norfolk Southern Corporation (Mr. Jerry L. Causey, contact)
street & number 185 Spring Street, SW telephone 404-529-2381
city or town Atlanta state VA zip code 30303

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form.
Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section 7 Page 1

Marion Norfolk and Western Railway Depot
Town of Marion, Smyth County, Virginia

NARRATIVE DESCRIPTION

A well-preserved example of a turn-of-the-century passenger station, the Marion Passenger Station is a handsome stone and brick structure with carefully detailed porches supported by arching brackets on the street side and iron columns on the other three sides. The hipped slate and asbestos shingle roof, articulated with dormers, is trimmed with painted galvanized iron. The track-side porch follows the curve of the track which bounds the property's north side. A 6'-high metal picket fence has been installed along the right-of-way. Bound on the west by the Holston River's middle fork and on the south by U.S. Route 11 (North Main Street), the site has high visibility in the community.

Constructed in 1904 along the Norfolk & Western tracks, the Marion Station occupies a triangular site, one corner of which is formed by the crossing of Marion's North Main Street and the railroad tracks. The site slopes down gently toward North Main Street in the vicinity of the station. Just west of the station and very close to the street is a two-story frame house which served as the stationmaster's residence; that house is currently being demolished. Between the house and the river, which bounds the property on the west, is a bottom which was used as a garden in the past.

The one-story building is 25' x 128', with a six-foot projection at the former ticket office. The structure appears from the street to be much larger because of its ample porches, 8' deep on the street side and 12' to 14' deep on the other three sides.

The building's materials and detailing are fairly consistent on all sides. The native limestone exterior wall foundations change to sandstone and brick as the walls rise above grade. The rock-faced ashlar sandstone terminates at the typical window sill, with the rest of the walls' height being a mottled, gold-colored brick. Windows are wood double-hung, with single panes in the bottom sash and small (approximately 7" square) panes in the top sash. Window and door lintels typically are brick jack arches. Roman arches bridge the two large door openings at the former baggage area.

The main roof is steep, hipped at both ends. Through a curved transition the roof surface becomes more gradually sloped over the porches. The south porch is supported by handsome laminated wood brackets bolted to the exterior walls. The other porches are lined with iron columns having decorative bases, collars and capitals. The porch rafters and beaded board roof sheathing are exposed; the rafter ends are coped into a scroll-like form. The roofing is natural slate on three sides and asbestos shingles on the south side.

The roof is adorned with nine small dormers, each of which contains an inswinging casement window with 16 small lites. In the original building, these dormer windows lighted only an unfinished attic. Directly over the projecting ticket office is a larger dormer which accommodated the only finished attic space, a bunk room; this dormer is detailed with half-timber work, with panels of stucco and a pair of double-hung wood sash windows.

Two sets of waiting rooms are symmetrical about the ticket office. The floor plans label the waiting rooms "MENS" and "WOMENS". The comparatively heavy wearing of the stone sill at the men's waiting room suggests that this waiting room was used much more heavily than the women's waiting room. Each suite of waiting rooms consists of a main waiting room (23' x 24') with adjacent toilet room and a private waiting room with adjacent toilet room. The main waiting rooms have exterior doors from both sides of the building, as well as ticket windows into the ticket office. The main waiting rooms are connected to the private waiting rooms by wide arched cased openings. The private waiting rooms have exterior doors on the track side of the

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**Marion Norfolk and Western Railway Depot
Town of Marion, Smyth County, Virginia**

building. At the west end of the station is the baggage and express area, a large room which originally had large sliding doors, one pair on the south (street) side and one pair on the north (track) side.

The waiting rooms and ticket office are handsomely finished with painted board-and-batten paneling and wide wood mouldings. Windows and doors in these larger rooms have architrave trim; ceilings in these rooms are plastered. The toilets, storage closets and baggage area have beaded-board walls and ceilings; here, doors and windows are trimmed with symmetrical mouldings with bulls-eye corner blocks. Floors throughout are pine, laid over wood joists spanning a crawlspace. Typical floorboards are 2-1/2" wide; in the baggage areas, boards are rough and 6" wide.

The building was heated with a coal-fired (later oil-fired) boiler in a small basement under the ticket office. Cast iron radiators rested on the floor in each room. The original electrical system, which was minimal, had been upgraded through the years using surface-mounted conduit and fluorescent lighting.

Before 1993, little was done to alter the building's plan or appearance. A partition was built in the baggage area; based on artifacts found in the partition, it was added in 1919. At some time (date unknown), the roof edge along the track side was trimmed back approximately 18".

In November, 1993, a private developer began renovations to convert the building into an office and retail facility. The exterior has been refurbished, with no significant alterations to the building fabric. A few drywall partitions have been added to accommodate tenant needs; a closet and the original stairs to the attic bunkroom and basement were demolished to accommodate a new stair to a finished attic. Floors, walls and ceilings of the original spaces have been refurbished, with little alteration to their former appearances.

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Section 8 Page 3

Marion Norfolk and Western Railway Depot
Town of Marion, Smyth County, Virginia

STATEMENT OF SIGNIFICANCE

The Norfolk & Western Railway Passenger Station at Marion, Virginia, built in 1904, served Smyth County for sixty-seven years as a passenger and express freight depot. Carefully detailed in brick, stone and wood, the architecture gives testimony to the importance attached to rail transportation at the turn of the century.

JUSTIFICATION OF CRITERIA

The Marion Passenger Station, in Smyth County, is eligible for listing in the National Register of Historic Places under Criteria A and C. It is eligible under Criterion A because it is associated with the primary means of transporting people into and out of Smyth County during the early part of the twentieth century, that is, the railroad. Under Criterion C, the station is eligible because it is a well-preserved example of a turn-of-the-century passenger station; its fine detailing, excellent materials, and ample porches join to make it an exceptionally functional and well-designed building.

HISTORICAL BACKGROUND

On 28 January 1846, the General Assembly of Virginia authorized the Southwestern Turnpike from Salem to the Tennessee line. The macadamized road was to run through Marion, the county seat of Smyth County, which had been carved from Washington and Wythe Counties in 1832.¹ As Marion was located on the Holston River's middle fork, which feeds into the Tennessee Valley, the topography of this alignment facilitated the minimal grades contemplated for the turnpike. Thus was there established a significant regional transportation corridor through Marion. Construction of this road was delayed several times; it finally reached from Salem to Seven Mile Ford (seven miles west of Marion) in 1851, at which time the General Assembly suspended further construction.²

In 1848, a charter was obtained for the Virginia & Tennessee Railroad, a line which would extend tracks westward from Lynchburg to the Tennessee line at Bristol. By 1852, the line was constructed to Big Lick (now Roanoke). On 1 October 1856, the line was completed.³ Virginia now had an east-west rail from Petersburg to Bristol (328 miles) and Marion lay on the route. In the mid-1850s, the Virginia & Tennessee Railroad reported owning a passenger/freight depot, a section master's house, a Negro house, a kitchen, a provision house and a privy in Marion.⁴

In 1870, the Virginia & Tennessee merged with the Norfolk & Petersburg and the Southside Railroads to become the Atlantic, Mississippi, and Ohio. In 1881, the AM&O was reorganized and became the Norfolk & Western Railroad Company. Another financial crisis in 1893 led to another reorganization and the new name of Norfolk & Western Railway Company (N & W).⁵

In 1903, N & W purchased a site in Marion for a passenger station along the railbed which had been established by the Virginia & Tennessee half a century earlier. The triangular site was bounded by the rail on the north, the middle fork of the Holston River on the west and a macadamized road (Southwestern Turnpike) on the south. On the site at the time of purchase were a frame house and a spring.⁶

Plans for the station were prepared by the Chief Engineer's office in Roanoke. Construction began in early 1904 and was completed in October of the same year. The contractor was J. C. Nesbit of Harrisburg, Pennsylvania.⁷

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Marion Norfolk and Western Railway Depot
Town of Marion, Smyth County, Virginia

Passenger service, express freight, telegrams and money orders were all available at the Marion passenger station. Passenger service continued until 1971. The building was used by maintenance crews for office space and then for storage until 1993, when sale of the property to a private developer, Nineteen-o-four, Ltd., was negotiated. In November, 1993, renovations to the building were begun. Conversion of the building to office and retail space was completed in mid-1994.

ENDNOTES

1. Goodridge Wilson, Smyth County History and Traditions (Radford, Virginia: Commonwealth Press, Inc., 1976 Reprint), 224.
2. Ibid, 225.
3. Lance Phillips, Yonder Comes the Train (New York: A. S. Barnes & Co., 1965), 158.
4. Annual Report, Virginia & Tennessee Railroad, 1854.
5. Lance Phillips, Yonder Comes the Train (New York: A. S. Barnes & Co., 1965), 172.
6. Smyth County Circuit Court Clerk's Office, Deed Book 30, page 255.
7. Marion News, Vol. XV, No. 10, March 11, 1904.

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Section 9 & 10 Page 5

Marion Norfolk and Western Railway Depot
Town of Marion, Smyth County, Virginia

BIBLIOGRAPHY

Klein, Aaron E. Encyclopedia of North American Railroads. New York: Simon & Schuster, Inc., 1985.

Marion News. Vol. XV, No. 10, March 11, 1904.

Norfolk & Western Railway. Construction Drawings for Passenger Station at Marion, Virginia, various dates in 1903 and 1904.

Phillips, Lance. Yonder Comes the Train. New York: A. S. Barnes & Co., 1965.

Smyth County Circuit Court Clerk's Office. Deed Book 30, page 255.

Virginia & Tennessee Railroad. Annual Report, 1854.

Wilson, Goodridge. Smyth County History and Traditions. Radford, Virginia: Commonwealth Press, Inc., 1976 Reprint.

VERBAL BOUNDARY DESCRIPTION

See accompanying map entitled "William W. Huber et al", dated 5-3-93.

BOUNDARY JUSTIFICATION

The house immediately southwest of the station is currently being demolished by the owner of the building. The land on which the house sits is being leased by the house owner from Norfolk Southern Corporation. Even though the house is historically associated with the railroad and the passenger station, it is being excluded from the property because it is being demolished. The due north-south line added to the accompanying map and running between the house and the train station is the proposed west boundary of the property being nominated.

MARION QUADRANGLE

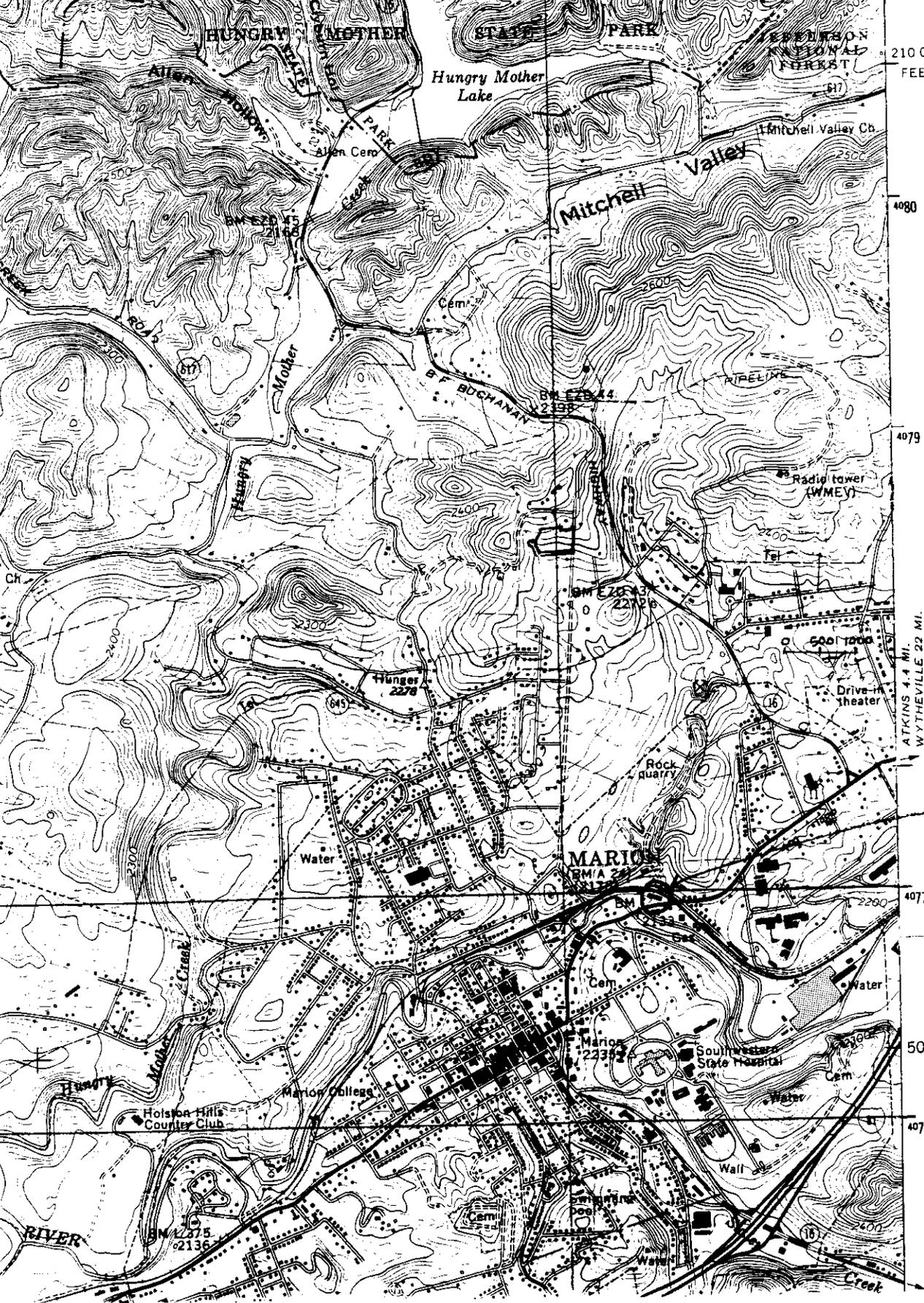
VIRGINIA-SMYTH CO.

7.5 MINUTE SERIES (TOPOGRAPHIC) 218-SE



4757 IV NW
(NEBO 223-NW)

2'30" 452 CHATHAM HILL 9.2 MI. 454 1 120 000 FEET 455 81°30' 36°52'30"



210 000 FEET

4080

4079

4077

50'

4076

ATKINS 4.4 MI.
WYTHEVILLE 22 MI.

MARION NEW
PASSENGER
STATION
Fairfax Co.

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